

THE ATLANTA CONSTITUTION.

VOL. XXIV

ATLANTA, GA., THURSDAY MORNING, SEPTEMBER 15, 1892.

PRICE FIVE CENTS

CHOLERA IS THERE.

Six Deaths from the Asiatic Terror
in New York.

AS THE CONSTITUTION PUBLISHED,

The First Death Occurred Wednes-
day of Last Week.

THERE HAVE BEEN FIVE SINCE THEN.

Excitement Caused by the Official An-
nouncement—Extra Ambulances Or-
dered and Recusations Taken.

New York, September 14.—(Special)—The board of health officially announced this afternoon that from an exhaustive bacteriological examination made by Professor Herman Biggs, on the bodies of several suspected cholera patients, there have been five deaths from Asiatic cholera in this city. The first was that of Charles McAvoy, of 870 Tenth street, who died September 6th, as exclusively telegraphed from New York by your correspondent last Wednesday night.

Despite the positive denial by President Wilson, of the board of health, that the man died of Asiatic cholera, Dr. Deshon, the attending physician, and Dr. Robinson, who was called into consultation, refused to alter the certificate declaring McAvoy's death due to Asiatic cholera. Thereupon the news was telegraphed.

Case No. 2, Sofia Wigman, 768 Eleventh avenue, who died September 11th. No. 3, her husband, William Wigman, who died September 12th. No. 4, Minnie Levinger, a child, 411 East Forty-sixth street, died September 11th. No. 5, Cariotta Beck, aged thirty, of 764 Second avenue, died September 13th.

Physicians' Certificate.

The board declares no suspicious cases have been reported since 8 o'clock yesterday morning. Professor Biggs's report states that "The autopsy on the body of McAvoy showed anatomical lesions of sporadic cholera, but further examinations show that the spiritum of Asiatic cholera was present in the intestinal contents; we therefore declare the case to have been one of cholera Asiatica."

Virtually, the same report was made in the other cases, and this afternoon the health board has instructed the academy of medicine to examine the preparations already made by the department for the care and treatment of cholera patients. Tomorrow morning, when the police squads change each officer will carry for distribution hundreds of circulars issued by the board instructing the people how to guard against cholera and what to do when attacked.

Ordering Extra Ambulances.

The physicians of the health board have no end of trouble in ascertaining how the malady was contracted. Every precaution has been taken to prevent the spread of the cholera. The bedding of each patient was burned and the premises thoroughly fumigated. The mayor gave reassuring replies to all questions and seemed to feel confident that the pest would make no appreciable headway. Dr. Bryant says the health department has two physicians at each house where sanitary inspection has been made at each house suspected. Disinfectants have been thoroughly used and a complete list of all who have entered the premises has been made, and their movements registered. Three ambulances for transferring cholera patients have been provided and additional ones are promised by the makers in twenty-four hours' notice. These vehicles are in addition to the regular city ambulances. Two doctors have been assigned to each, and one will always be on duty. The infected dead have been interred in hermetically sealed metal caskets, McAvoy nearly a week ago.

The effect of the news upon the exchanges and in business circles was not as far reaching as might be imagined. The cotton and coffee exchanges fell off from 7 to 10 points from the closing prices of Tuesday, but the news was received so late at the stock exchange that no drop occurred.

Who is Liable for the Detention.

A question that is deeply interesting the merchants is as to who will be liable for the damage to goods detained so long in quarantine, or injured by fumigation. Nobody seems to know. The steamship companies disclaim all liabilities and marine insurance men say they cannot well be sued, but some merchants feel like saying somebody.

The deaths recorded above are the first from cholera in this city since 1866 when over 1,000 died.

What of It?

Now that Asiatic cholera has been developed among dwellers in this city, each man may ask his neighbor, "Well, what of it?" That question would indicate that the speaker fully understood that cholera is neither contagious, nor infectious within the common meanings attached to these words. In this sense, it is to use the language of Professor Virchow, less dangerous than diphtheria. This impression implies no over-confidence. It lies within each individual's power to assure his own personal safety almost beyond peradventure. He has but to drink no water and no milk, except such as have been thoroughly boiled, and to eat no food that has not been thoroughly and freshly cooked; he will abstain from butter and cheese and may then possess his soul in serenity. The cholera will pass him by.

Even since the news arrived in port on the harbinger of this dreaded plague,

state and local officials have been straining every nerve to prevent its gaining a foothold in this city, and thence being spread by the various channels to the country at large. How did it get in? Is the question on everyone's lips. Health officers' faces wear a puzzled expression, when asked to solve this problem. Disinfectants have been used with lavish hand, both at quarantine and in the city; baggage has been disinfected; passengers have been detained even on healthy ships; and in the city stringent rules of cleanliness have been laid down and acted upon. The houses of the dead are not under quarantine in the sense being shut up or come and gone when they please. But none go or come without the medical sentinel never loses sight of them, however far they may travel. His instructions are most minute and his duties in a tempest full of people are most arduous. He has to register in the first place, under orders of his superior, the name and age of every person in the house, what they work at, and where; and if they go out of the house he is to keep the strictest kind of lookout for the first symptoms of diarrhoeal trouble, and upon its appearance to put the patient to bed, keep him there, and prescribe for him while hurrying around to the health board office. He is also to superintend the sanitation of the house, watch over the people in the house, superintend disinfections, etc. The summer reports of our two doctors are recently firm to no apparent infection squad. The idea is to overwhelm and stamp out the disease in each house, as was done with the typhus upon its first appearance. That this could be done was successfully demonstrated in 1886. The two doctors now on duty in each infected house will remain there until the danger of a further outbreak has finally passed.

The health officers fully believe that this will be long. Other cases are expected to develop from the scattered cases of cholera in three or four buildings. That is the way the health officers propose to drive the cholera from the city. Now it has got in and if the citizens will use reason and not get into a foolish and needless panic, the pest will be easily stamped out, though they by no means undervalue the danger. Everything is ready for an attack. The hospitals are in order and the proposed cholera camp site, of which is yet the department's secret, can be occupied on Tuesday, September 13th.

Will It Spread? Cases.

President Wilson said this evening there was no occasion for excitement in the city. The health department has taken every possible measure to prevent the spread of the infection. Sanitary Superintendent Edison said there was no danger of the cholera becoming epidemic. There would be sporadic cases, but for at least three days still cold weather sets in, which would have the effect of stamping out the disease.

Health officials have sent to Ellis Island and for the passengers lists of 25th and 26th of September, will be placed as far practicable. Mr. Edison says the infection which caused the cholera to break out here must have come through some quarantine. It may have been caused by some infected baggage or clothing, or some package containing germs may have communicated the germs.

At quarantine intense surprise was ex- pressed by the expressed him as coming. Dr. Edison said he had no power to quarantine. That is the way the health officers propose to drive the cholera from the city. Now it has got in and if the citizens will use reason and not get into a foolish and needless panic, the pest will be easily stamped out, though they by no means undervalue the danger. Everything is ready for an attack. The hospitals are in order and the proposed cholera camp site, of which is yet the department's secret, can be occupied on Tuesday, September 13th.

No Excitement Among the Doctors.

There is no panic and no undue hurry at sanitary headquarters. Every possibility, every feature of a cholera epidemic has been discounted and provided against. How the disease slipped through quarantine and got in, as before stated, a mystery which the doctors are trying to solve by tracing each case back as far as possible. It is hard to do that because the victims are dead. Of none of them had been any notice taken until they had died. The situation is identical with that of 1866, when the cholera suddenly appeared in three or four buildings. That is the way the health officers propose to drive the cholera from the city. Now it has got in and if the citizens will use reason and not get into a foolish and needless panic, the pest will be easily stamped out, though they by no means undervalue the danger. Everything is ready for an attack. The hospitals are in order and the proposed cholera camp site, of which is yet the department's secret, can be occupied on Tuesday, September 13th.

Will It Be Released Today?

Friars' Hospital, September 14.—Dr. Jenkins has telegraphed here that he will probably release the Normannia's passengers tomorrow. Custom officers will come here to examine and disinfect their baggage, and the passengers will then go to Babylon by rail. The Thirteenth regiment will remain at Babylon to prevent any interference with landing of the passengers at that place.

He says the passengers fear the reported cases of cholera in New York may delay them further.

The Fifth Death.

New York, September 14.—Max Vitkash, in Belzler hospital today after an illness of two days from what physicians supposed to be aggravated cholera. Moribund.

The only place he found in New York and went to his work.

The pestilence has broken out in New York.

The first case this year was that of Charles McAvoy, who died at 879 Tenth avenue. He was a plasterer. The only place he found in New York and went to his work.

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ATLANTA, GA., September 15, 1892.

The Result in Maine.
The republican slump in Maine is even more notable than that which occurred in Vermont a few days ago. The republican majority of 1890 falls from 18,000 to 11,000, leaving 7,000 votes to be accounted for. Reed's majority of 8,000 has been cut down to 2,000. Congressman Dingley, a prominent republican, lost his own city of Lewiston, the second city in Maine, and the largest manufacturing center, by 200.

These things go to show that republican enthusiasm is as cold as a dog's nose, and the democrats have great reason to hope that, following the republican collapse of 1890, it means that the people are tired of the party of fraud. The falling-off in Maine and Vermont is in identically the same ratio, and the New York World reckons that if the changes in the other states are to be measured by these, New York would have a democratic plurality of 100,000, Massachusetts a democratic plurality of 1,700, Illinois a democratic plurality of 43,000, Iowa a democratic plurality of 6,000, Ohio a democratic plurality of 55,000, Michigan a democratic plurality of 20,000, and Wisconsin 10,000.

Evidently, the result next November will open somebody's eyes.

A Common Sense View.
If anything were necessary to convince us that the democratic demand for the repeal of the 10 per cent tax on the circulation of state banks is on the right line it would be the fact that it is strenuously opposed by the Wall street element and by the third party leaders who want to borrow money from the government at 2 per cent. Extremes meet, and between these two extremes of the Wall street goldsmiths and the third party flat-money men is to be found the great body of conservative voters who represent the safety of business and the dignity of the republic.

These voters cannot be deceived by the third party and Wall street cry of wildcat banks. They know that the business of the country was never on a surer or more satisfactory basis than under the old state banking system, and they know that by means of a sound currency, based on the credit of the people, prosperity was general and widespread. Naturally it is an easy matter to impress ignorance with the cry of wildcat banks, but there is a remedy for ignorance, and it consists in the illuminating experience of those who know something of the results of state banking before the war. It is well known by those who know anything about the matter, that wildcat operators depended wholly on the lack of facilities of communication, and that the most serious operations occurred in frontier communities, where all sorts of experiments were tolerated.

If there are any wildcat communities in this country at this time it is probable that they would enjoy the benefits of wildcat currency, but it is absurd to suppose that any sensible person would be lured by it, or that any honest community would tolerate it for an hour. The wildcat business is its own surest remedy, and it is not possible to suppose in the face of the progress which has been made in banking methods that any state in the union would so draft its laws as to open the way for such operations. We may dismiss the wildcat theory, therefore, as the argument of the ignorant. It is employed at this time by the Wall street party to deceive the people, but it can only deceive those who lack both knowledge and common sense.

Leaving special information and experiments out of the question, let us apply the test of common sense. There is a theory among those who do not take the trouble to think that money is always bound to where there is a demand for it; that those who need it are sure to get it if they have anything to exchange for it. This is not precisely a fool's theory, but it runs hard after the application. The experience of the hour, as well as the experience of the past, shows that this theory doesn't begin to touch the matter. When money is scarce, the result is felt on all sides. It creates poor markets; it destroys trade, and it puts an end to that active evidence of prosperity which is included in the general phase of industrial progress.

Suppose that a southern community desires to become the site of a cotton mill. It is admitted on all sides that the more cotton mills we have at the south, the more money we can get out of our cotton, and the larger market we make for.

Under our present system, about the way to borrow the money necessary to build the mill, is to put up government as collateral. It cannot be borrowed on land, nor on long time on security. What then is to be done?

Why simply this—sit down and wait until the money is bound to go where it wants to go, and that if they don't need it, it won't be taken of the labor waste.

But the farming regions as far as it goes, it does the towns and cities enough damage to bring to

a standstill and energy is paralyzed by the lack of money.

But, under a properly guarded state banking system, each community could enterprises and in adding to its enterprises; and each individual could borrow money on easy terms to the extent of his credit. Moreover, the people generally would have the benefit of a perfectly sound and elastic currency, increasing to meet their demands, or retiring when the demand for circulation ceased.

Safe and Unsafe Building Societies.

The recent failure of several building societies in Great Britain has caused quite a flurry. The liabilities of these collapsed societies are said to amount to about \$30,000,000, and while the general financial situation is not affected, the losses suffered by individuals of moderate means are greatly to be deplored.

The failure of these societies will shake public confidence in such institutions in England, and will materially interfere with the plans of working people who desire to own their homes. It is not believed that any great number of the British building associations will collapse, but for awhile people will be less willing to invest their savings in this manner.

We have gone through a similar experience in this country. A few years ago several large companies at the west went down, and in Massachusetts, New Jersey and Pennsylvania numerous failures have occurred in the past. It is now well understood by our people that building societies run a great risk when they expand their business too widely.

The most successful societies, as a rule, are companies of a local character, managed by persons who have money in them, and who are well acquainted with the people they deal with. When such concerns grow too large for local personal management, and employ numerous salaried officials who have to deal with customers scattered over a wide area, the risks are greatly increased. The New York Commercial Bulletin, commenting on the English failures, says:

Undoubtedly there could not well be a more desirable or safer mode of investment for the savings of working people than that which the building society system affords. In this country a great number of local societies for this purpose have gathered up a sum total of millions of workingmen, and invested the same in safe securities, so that they have saved, and the opportunity for profitable investment has enabled very many to reach a position of comparative independence. But while such local associations have generally prospered, and their influence has been remarkably good, there have grown up here, as in Great Britain, other institutions of a more speculative character. The failure of such institutions, both in this country and in Great Britain, justifies the suspicion that when many of them have been regarded from the first as mechanical business men, and by the wage earners themselves, it may be presumed that the failures of these institutions are in a measure due to the general embarrassment in finances which induced the depression that has ensued in Great Britain. But the institutions had been rightly and wisely managed no such problem as has yet occurred would have resulted in failure so important and significant.

It is well to have the lesson of this collapse thoroughly understood. Fortunately, we have very few building societies of a speculative character in the south. Our people are very conservative in business matters, and they have learned that it is never safe to invest money in a company that promises a great deal in return for a very little. The speculative concerns in the United States have been nearly all weeded out, and the strongest and soundest have survived.

What Reciprocity Means.
The Washington correspondent of The New York Times has been investigating the practical workings of reciprocity, and has obtained some facts and figures tending to show that the administration's experiment with the South American countries is an expensive one.

According to President Harrison, after fifteen months of reciprocity, our exports to the countries with which we have reciprocity agreements have increased about 24 per cent. Our exports to Cuba have increased about 55 per cent. But when we take the United Kingdom with which we have no reciprocity, the figures are startling. The correspondent says:

We increased our exports of corn and wheat over 60 per cent. In the same time, to the same countries, we increased our shipments of wheat \$42,423,000, or nearly 60 per cent. There was an increase of \$1,140,000 in wheat. In all these articles, the export of which is so important to the agriculture of this country, there was a loss of \$1,200,000 more in meat product than in 1880-91. The increase of our exports of bacon to the United Kingdom alone amounted to \$1,000,000 in exports to Puerto Rico under reciprocity, he adds.

He also gives the figures leaving England to buy up lump silver and issue bills on it.

The statement is made that there are five cases of cholera in New York city. The great question now is, is the World responsible for the spread of the infection?

We learn from a New York exchange that "there is a political crisis in Georgia." Yes, there is considerable of a crisis for those who have deserted the democratic party.

Corbett is now having some of the fun that Sullivan had. After a while, some other rasher will take Corbett's place in the ring and at the bottle, and the fun will go on.

The Hamburg-American steamship line ought to be driven out of the business by lack of American patronage. It is a pestilence concern in more conservative character. The failure of such institutions, both in this country and in Great Britain, justifies the suspicion that when many of them have been regarded from the first as mechanical business men, and by the wage earners themselves, it may be presumed that the failures of these institutions are in a measure due to the general embarrassment in finances which induced the depression that has ensued in Great Britain. But the institutions had been rightly and wisely managed no such problem as has yet

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It is well to have the lesson of this collapse thoroughly understood. Fortunately, we have very few building societies of a speculative character in the south. Our people are very conservative in business matters, and they have learned that it is never safe to invest money in a company that promises a great deal in return for a very little. The speculative concerns in the United States have been nearly all weeded out, and the strongest and soundest have survived.

What Reciprocity Means.

The Washington correspondent of The New York Times has been investigating the practical workings of reciprocity, and has obtained some facts and figures tending to show that the administration's experiment with the South American countries is an expensive one.

According to President Harrison, after fifteen months of reciprocity, our exports to the countries with which we have reciprocity agreements have increased about 24 per cent. Our exports to Cuba have increased about 55 per cent. But when we take the United Kingdom with which we have no reciprocity, the figures are startling. The correspondent says:

We increased our exports of corn and wheat over 60 per cent. In the same time, to the same countries, we increased our shipments of wheat \$42,423,000, or nearly 60 per cent. There was an increase of \$1,140,000 in wheat. In all these articles, the export of which is so important to the agriculture of this country, there was a loss of \$1,200,000 more in meat product than in 1880-91. The increase of our exports of bacon to the United Kingdom alone amounted to \$1,000,000 in exports to Puerto Rico under reciprocity, he adds.

He also gives the figures leaving England to buy up lump silver and issue bills on it.

The statement is made that there are five cases of cholera in New York city. The great question now is, is the World responsible for the spread of the infection?

Corbett is now having some of the fun that Sullivan had. After a while, some other rasher will take Corbett's place in the ring and at the bottle, and the fun will go on.

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RED MEN'S CHIEFS.

Judge R. T. Daniel Selected Great Junior Sagamore.

HE IS NOW IN LINE OF SUCCESSION.

Two Georgia Ladies Receive Presents for Their Attentions to the Visitors.

Routine Business.

The great council of Red Men of the United States in electing officers for the ensuing year, complimented Georgia by conferring upon Judge R. T. Daniel, Griffin, the honored office of great junior sagamore.

Great Incohonee Donally was elected great prophet, and the senior and junior sagamores were raised to the respective positions of great incohonee and great senior sagamore. This left the position of great junior sagamore vacant. There were three or four candidates. Hon. Owen Scott, member of congress from Illinois, who had been prominently named, gracefully withdrew his name from the convention and Judge Griffin received a hand-some majority on the first ballot.

The great council's officers for the coming year will be:

Great Prophet—Thomas K. Donally, Pennsylvania.

Great Incohonee—Thomas E. Peckinbaugh, Wooster, O.

Great Senior Sagamore—Andrew H. Paton, Massachusetts.

Junior Sagamore—R. T. Daniel, Griffin, Ga.

Great Chief of Records—Charles C. Conley, Philadelphia, Pa.

Great Keeper of Wampum—Joseph Eyle, Delaware.

An important matter which was decided at yesterday's session was the adoption of a design for a badge for the veteran Red Men—who have been members of the order for twenty-one years. The badge can be either solid gold or plated and the design is to consist of an American shield, with an Indian shield in the center, containing the medallion of an Indian. Above the medallion are to be the words, "Improved Order Red Men," and below it will be "Red Men Veterans." From the corner of the shield protrudes the flag of the order and from the other the national flag, both of them enameled to represent the colors. Above the shield is the totem, the eagle, and on its breast the characters, T. O. T. E. All of this is suspended from a bar upon which may be engraved the name of the tribe to which the wearer belongs.

The committee on constitution and law presented a report approving laws and amendments to laws of the states of Maine, New Hampshire, New York, New Jersey, Rhode Island, Illinois, Oregon, Virginia, Colorado and Washington. The report was adopted.

A resolution appropriating \$2,000 to be expended during the year under the direction of the great Incohonee for the spread of the order was referred to the finance committee.

A recommendation presented by the committee on the state of the order, that there be no additional translations of the ritual of the order, was adopted.

A Charter for a Great Council.

A favorable report was made on the great incohonee's recommendation that charters be granted to the new tribes instituted during the year, and also that a charter be granted and a great council instituted in Oregon. The report was adopted.

The committee on finance recommended that where a tribe had become defunct and a member was in good standing in the tribe and had reached an age which would debar him from membership, that upon payment of such sums as were due at the time of the tribe becoming defunct, he receive a certificate entitling him to the pass word and to visit his or any other tribe, and when he is a past sachem he shall have the privilege of visiting his great council. This recommendation was unanimously adopted.

A protest from some members of the great council of Connecticut against the seating of certain delegates to the great council of the United States was adversely acted upon.

On a question as to the authority of the great councils to enact laws defining the eligibility of candidates for sachem, the great incohonee ruled that the power rests in the great council provided they conform to the general law.

The great incohonee also ruled that the great council of Michigan had authority to change the date for election of chiefs to November and January to April and September.

The special committee on substituting a jewel for the regalia now worn reported against the change and the report was adopted.

An amendment to the bylaws was adopted making the committee on constitution and law a standing committee to serve during the incumbency of the great incohonee appointing them.

The great incohonee's proposition of the Massachusetts representatives requiring the work of all tribes to be done in the chief's or highest degree, was laid over for a year.

The great council unanimously adopted a resolution submitted by the representatives of New Jersey, New York, Indiana and Pennsylvania giving the subordinate bodies under the jurisdiction of the great council of the United States power to do away with their council sleeps when they fall on legal holidays.

Delegations from the various states were read from the councils of Norristown, Pa., and Camden, N. J., asking the great chiefs to participate when those reservations on October 12th in celebrating the anniversary of the discovery of America by Columbus. The invitations were all long ones and attracted much attention.

After the election of officers at 3 o'clock the great council assembled on the capital steps and was photographed. Then the representatives and the ladies were taken on a drive through the city. The procession was a long one and attracted much attention.

DR. PRICE'S DELICIOUS Flavoring Extracts NATURAL FRUIT FLAVORS.

Vanilla Lemon Orange Rose, etc. Of perfect purity—great strength—Economy in their use. Flavor as delicate and deliciously as the fresh fruit.

The visitors were delighted with the drive.

Great Chief of Records Charles C. Conley received a telegram Tuesday night informing him of the death of a son-in-law. Mr. Conley was tendered a resolution of condolence and sympathy which was adopted by a rising vote of the great council.

Last Night's Reception.

A reception was held last night at Concordia hall and it was largely attended. T. H. Jeffries, of Appalachee tribe, made a ringing address on the aim and work of the great council.

In the declamation contest there were six speakers—J. F. Bradley, of Cherokee; L. G. Kirby, of Comanche; J. E. Ford, of Powhatan; John Clay Smith, of Modoc; J. L. Shorter, of Humpaw; L. A. Towns, of Choctaw.

The judges were Captain Joyner, T. B. Bell, and Smith, of Cincinnati. They awarded the prize to L. A. Towns. All the speeches were fine.

The reception given to the lady visitors Tuesday night by Mrs. W. A. Hemphill was a delightful compliment which they greatly enjoyed and appreciated. Those who were present were:

Mrs. T. C. Donally, Mrs. R. T. Daniel, Mrs. George M. Wilson, Mrs. Thomas J. Smith, Mrs. Joseph Pyle, Washington, Del.; Mrs. Owen Scott, Mrs. Joseph Cooley, Mrs. William J. Zane, Mrs. A. C. Clark, Mrs. Mrs. John Thomas, Mrs. A. D. Frank, Ind.

John D. Zuk, the junior member of the delegation, assisted cashier of the National Bank of Marion, Ind., and a young man of the valley of Indianapolis, also an Odd Fellow and captain of Canton Hebron, No. 37, Frankfort, Ind.

George F. David is connected with the Cleveland, Cincinnati, Chicago and St. Louis railway system at Indianapolis, having held many positions of trust and responsibility during his long service with the company.

He is a member of other secret orders and has served three terms as great chief of records of his state great council.

Chris McGregor is a resident of Indianapolis, and he has been for several years connected with the steam car system. He is now serving his fourth term as representative to the great council of the United States.

Thomas J. Smith is a dry goods merchant in central Indiana, a Knight Templar and a member of the Masonic order. He is a member of the Ancient Accepted Scottish rite of the valley of Indianapolis, also an Odd Fellow and captain of Canton Hebron, No. 37, Frankfort, Ind.

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STILL ON A BOOM.

The Grand Midsummer Carnival All the Talk.

YESTERDAY'S WORK OF THE COMMITTEE.

It is likely that when the lists are collated the amounts will exceed \$10,000.

The Indian Summer carnival has commenced itself to Atlanta's business men as no other enterprise of the kind has ever done, and they are rallying to its support with their means and with their earnest efforts.

The idea met with a spontaneous outburst of approval and in three days after it was first made public Atlanta's liberal-minded and progressive citizens had subscribed enough money to make it an assured success. Every day is adding to its greatness and the projectors of it will have to enlarge their original plans in order to make it fit the generous financial backing it will receive.

Another good day's work was added to its success yesterday. Every member of the finance committee was on the streets seeing the people, and each man was rewarded by a good list. Every committee man had certain streets or wards assigned to him and the city was gone over. There is no doubt but that the aggregate amount of money raised already exceeds the limit fixed at \$10,000. The changes are that it will exceed that sum several hundred dollars. The exact figures cannot be given until the lists of the committees are consolidated. This will be done tonight at the meeting of the board of ballroom and the amount will be announced.

Mr. Wilkes and Mr. Chamberlin said last night they felt sure the \$10,000 had been raised. The committee men report that they have met with the most flattering responses whenever they have approached any one about the work. The exact amount of the money and the general dull times, the merchants and other business men have subscribed hand-somely.

Permanent Organization.

It is hardly likely, even though twice the sum needed is subscribed, that there will be a permanent organization entered into tonight.

The temporary officers will run things awhile yet. Then it may be that the temporary officers will be made permanent. When all the money is raised the permanent organization will be had.

A Festive Week.

Carnival week is to be one of unequalled festivity. The city will be gorgeously decorated, and the dazzling carnival will give Atlanta something of the appearance of New Orleans on mardi gras week.

The carnival will continue a week and a varied programme will be arranged.

Many suggestions as to the programme have been made, and all will be considered by the committee on programmes.

The carnival will be held on one night of the carnival week. If the new opera house can be had the ball will be given there.

The carnival is bound to succeed. As suggested by Major Morgan.

The carnival is young men to manage it and to do the work. The older men will furnish the money. It can not fail with live, energetic young men behind it, pushing it on to success."

Remember the meeting at the Kimball house ballroom at 8 o'clock.

Fire in Indianapolis.

Indianapolis, Ind.—September 14. Shortly after 2 o'clock this morning fire was discovered in the large building of the Union Transfer and Storage Company. Owing to inadequate water supply and lack of knowledge of its contents which consisted of an immense stock of agricultural implements, was wholly destroyed. Twelve freight cars were destroyed. The agricultural implements were owned by twenty-five or thirty different firms throughout the state. The loss is estimated at \$200,000; insurance unknown. Supposed incendiary origin.

THE SALVATION ARMY

Inviades the Collins Street House and Prays with the Women.

Lieutenant Briggs and Mother Brown, two members of the Atlanta Salvation Army, made a call on Mrs. Clarke to call for help on Collins street yesterday. They went from house to house, talking with and praying with the inmates. They created quite a stir among them, and were watched with great interest by the inhabitants, and some idle men who congregated on the street.

"Whipping Bosses," is the title bestowed upon Patrolmen Sage and Kelly this morning by the mayor and chief of police.

In consideration of this honor, they are to be awarded with a full pardon of all convictions in the future. They require no money compensation. Such a plan if properly managed would prove a magnificent success in the building and operation of a cotton mill.

MELTING AWAY

Is the Third Party Strength in the Eighth Congressional District.

REPORTS FROM DIFFERENT COUNTIES

Show That the Claims of the Leaders Are Not Born Out—News of the Day in Athens.

Athens, Ga., September 14.—(Special.)

The indications are very strong that the third party is on the wane in this section. For instance, a few weeks ago, even the democrats conceded Oconee county to the people's party by a good safe majority, and if the election had taken place then it would surely have gone that way. But the good work recently of the democratic leaders has enlightened the people, and it is a good effect. On Saturday the people's party had primary in that county, and it polled 240 votes, of which 160 were cast by negroes. The third party people claim that they polled about four hundred and fifty, and I am informed by some of the best people in the county that they did nothing of the kind, and that 240 was the exact number polled. Oconee is democratic beyond a doubt. The party is safe, and the probability is that Mr. George Brightwell, the third party candidate for the legislature, will withdraw from the contest. His nomination was more the result of a small, active democratic opposition. Mr. Morton, the aspirant, however, has already proposed to withdraw from the contest in favor of a good compromise man, if Colonel Morton will do the same. It is believed at this moment, when the news has just transpired, to say anything definite about the future.

The factor of health is a most important one, and of course it is a great bearing upon the future of the party.

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OVER THE STREETS

The Railroads of Atlanta Should Enter the City.

ENGINEER CORTHELL'S REPORT

On the Engineering Difficulties in the Situation.

A VERY FEASIBLE PLAN PRESENTED

By Which, for \$2,500,000, the Objections of the Crossing of Streets by Railroads Might Be Remedied.

The report of Engineer Cortell to the city council is worthy of careful consideration.

He presents a plan by which the whole railroad situation in the city might be changed and a new union depot secured.

Mr. Cortell's reputation as an engineer is sufficient to attract attention to any plan he might endorse. In this instance his endorsement is so strong that he expresses a willingness to become a member of the company.

As the question is one of vital importance, The Constitution hereby presents the full text of the report:

Addressed to Mayor Hemphill.

Atlanta, Ga., September 13, 1892.—Hon. W. A. Hemphill, Mayor of the City of Atlanta, Ga. Dear Sir: In my communication of the 23rd of August last relating to the tenor of the present Atlanta session, I directed you to investigate the ground and give the committee, of which you are chairman, my opinion as to what ought to be done to relieve the situation as to the union passenger depot and the grade crossing of the principal streets of the city.

I spent three days at the time your letter was written in Atlanta, investigating the situation and collecting information bearing on the question. I conferred with some of the railroad officials and leading citizens of the city. Being unable at that time, on account of important engagements, to find my examinations and to obtain all the information required, I left Atlanta and came home on Saturday last to complete the work and to write the report called for in your letter.

The Growth of Atlanta.

The climatic and commercial advantages of Atlanta have produced an extraordinary municipal growth since the year 1870. The population increased from that time nearly five fold. This has increased in every direction, notably in other features, which go to promote the prosperity and to show the importance of a city. Some astonishing figures are given me relating to the financial and industrial progress of the city in the last half of the last decade. The building cause increased from \$50,000,000 to nearly \$100,000,000. The value of real estate increased from \$2,000,000 to over \$7,000,000. It is estimated that the building and loan associations use a capital of between \$2,000,000 and \$3,000,000. The increase in assessed valuation of property in the twenty years from 1870 to 1890 is from \$0,500,000 to \$25,000,000. The means of rapid transit by diary and electric cars, which is only in the city proper, but to suburban districts, has rapidly increased in various directions during the last few years. The wholesale and retail business amounts to nearly \$120,000,000 per annum. It is claimed that this is the second largest horse and mule market in the world. The stock handled in 1890 amounted to 2,100,000 head, containing 47,500 head, valued at \$5,400,000.

The extraordinary growth in manufactures gives one of the principle reasons why this city has gone forward steadily and without any falling away of values in times of recent depression. In 1880 there were in the city 364 manufacturing establishments employing a capital of \$2,468,456 and 3,680 hands with an output of about \$5,000,000. In 1890 the number of industries had increased to 533, the capital invested to \$13,100,000, the hands to 12,949 and the annual output to \$25,000,000. The variety of these establishments is the variety of these establishments, also the cheapness of some of the most important building materials, such as first-class stone and timber.

Atlanta as a Terminal Point.

Atlanta is a terminal point for a great network of railroads extending from the city to a center in all directions. There are eleven railroads occupying a very inadequate and inconvenient union passenger station in the center of the city. This station is on ground owned by the state of Georgia and leased with other railroads to the Western and Atlantic railroad property for a term of twenty-five years from December, 1881. These railroads have also a proprietary interest in the station building—the Georgia railroad, the Atlanta and West Point and the Central railroad. The interference of the street and railroad traffic is a serious hindrance to the city. It may be said advisedly that it would be difficult to find anywhere in the world worse railroad conditions than the two at Atlanta.

The union station with its approaches is located in the center of the city, on the most important business streets of the city. The railroads divide the city into two distinct parts. The interference of the street and railroad traffic is a serious hindrance to the city. It may be said advisedly that it would be difficult to find anywhere in the world worse railroad conditions than the two at Atlanta.

On my request you had a careful count made of the street and railroad traffic in twelve hours, extending from 6 o'clock p.m. to 6 o'clock p.m. at the crossing of Pryor street. This count was taken each hour. The totals for twelve hours are as follows:

Number of pedestrians crossing the track 16,326
Number of teams crossing the tracks 1,144
Number of people in teams crossing the tracks 1,144

Total 17,882

Locomotives with trains crossing the street 108
Locomotives without trains of cars crossing the street 68

Passenger cars with people 150

Number of passengers in cars 2,162

The total number of street travel was between 5 and 6 o'clock p.m. The total number of people crossed the street and 113 teams. There were in that hour twenty-two train movements across the street and in that hour every three minutes of the hour, while the average of teams was nearly two each minute. Thirty-two people crossed the tracks on an average minute, or one each two seconds during the hour.

The count was also taken at Whitehall street extending from 6 o'clock a.m. to 6 o'clock p.m. with the following results for the fourteen hours:

Number of pedestrians crossing the tracks 36,830
Number of teams crossing the tracks 1,710
Number of people in teams crossing the tracks 1,710

Total 38,240

Locomotives with trains crossing the street 164

Locomotives without trains crossing the street 91

Passenger cars with people 91

Number of passengers in cars 2,061

The total number of street travel was actually counted under the direction of Chief of Police Connally, employing two intelligent and experienced officers, who were to count together at each street. We may therefore conclude that the figures are to be depended upon. These figures are very suggestive as to the need of a new union passenger station and railroad traffic. There are nine tracks crossing Pryor street, six crossing Broad street, and seven crossing Loyd. It is impracticable to have the tracks cross at the blocks against "public" travel by gates or fences. The entire area from the station to the Broad street bridge is a distance of 1,100 feet, or not over four miles an hour, which is about one-sixth of the speed which they could employ in approaching the station and the next station were removed. The annual

loss to the railroads, therefore, is very considerable.

It should also be borne in mind that the street traffic at the crossings is from eight to fifteen thousand persons daily, and if a number of people traveling by both means is taken into account, The right of the public to the free and safe use of its streets is shown.

To maintain such an evil as these crossings amount to does not seem to be the way that we can proceed. It should not be necessary, after stating such facts as the above, to argue, in the case of the railroads companies and the city, that the railroad companies are not of such infrequent occurrence as to require any statement to bring the matter to public attention.

The Present Union Depot.

Before discussing plans for relief from these grade crossings the situation of the union passenger station should be further explained. The entire length of the station is 367 feet, with a grade crossing of 100 feet, or 27 feet at each end of the station. The entire width available for tracks is about ninety-five feet with one track entirely outside, where an important railroad has to place its trains and handle its passengers, baggage, express and mail, and the other tracks are placed in the width of the station. The width of the platform is 120 feet, and not only must the tracks and platforms be placed in this width, but also the waiting and baggage rooms and offices, and the passage rooms connecting several tracks entering on leaving trains. The confusion and annoyance by this method of handling passenger business is evident to all.

The confusion and annoyance by this method of handling passenger business is evident to all.

The present union station is to be twenty feet wide.

The Western and Atlantic track could, if required, be brought into the station by an elevated bridge from a point above the grade.

This can be accomplished by the ascent under the Forsyth street bridge, raising the track clear of Whitehall street about fourteen feet. At this point it will be necessary to build a lower foot for the platform so as to connect with the tracks.

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TEACHERS and others who draw their salaries weekly or monthly can make satisfactory arrangements with us in purchasing watches and other goods in our line so that payments can be made in such a way as will best conform to their convenience and ability. References required.

JULIUS R. WATTS & CO.,
Jewelers and Opticians,
No. 57 Whitehall Street



SWIFT THE FORK AND THE SPOON
We finish our dinner and to finish it well we have a handsome table service. Don't you think it's necessary for your table to delight the eye as for your food to please the palate? We have some new ware to show you which presents a charming effect to the table. Silverware is not perishable and will last the life of iron. Silver plates so perfect as to table silver should be purchased with the greatest care, and those who are on the point of such a purchase will do well to look at our stock.
A. L. DELKIN CO.,
69 Whitehall Street.

There's No Use

Mining words about it. We have the finest, largest and most complete stock of **Hats**

ever shown in Atlanta. The facts bear us out in this statement.

A. O. M. GAY & SON,
18 Whitehall St.

ARE YOU INTERESTED IN Fancy Vehicles?

CALL AND SEE OUR

**"DEL RIO" KENSINGTON
AND
KENILWORTH TRAPS,
THE
FAUNTLEROY ONE-SEAT SURREY
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STANLEY DRAGG**
All English and Attractive Pleasure Wagons—The Very Latest.

THE STANDARD WAGON CO.
Wholesale Manufacturers.
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thief!!!

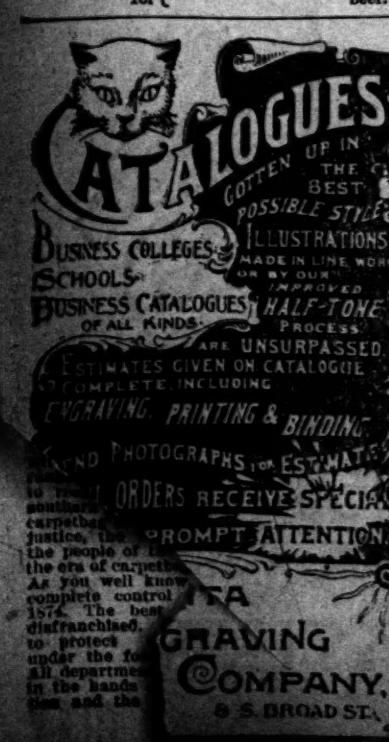
look out for those dishonest dealers who are selling inferior whisky out of bottles purporting to be the genuine Canadian club.

see that the bottles have a government stamp over the neck.

bluthenthal & bickart.

"b & b."

44 & 46 marietta st. 'phone 378.
agents for old oscar pepper whisky, canadian club, joseph schultz, milwaukee beer.



RAILWAY TRAFFIC.

Grand Army Men Are on the Move for Washington.

RATES ARE BEING MAINTAINED.

For Once the Lines Are Disposed to Make a Little Money Out of the Business.

The Grand Army movement has started off with a rush. The western people were the first to start. A caravan of veterans from Beloit, Kan., arrived yesterday morning over the Georgia Pacific and spent the day in Atlanta, visiting points of interest.

So far there has been no demobilization of rates. All the roads are maintaining the regular tariff and for ones will obtain a fair amount of revenue for the business handled. The annual movement of the Grand Army veterans is the biggest thing in the passenger business. It is noticeable that the organized parties of the Grand Army generally take circuitous route to the points of encampment. To illustrate the western people are coming out of their way through the south, by way of Atlanta, in order to visit sections new to them. The direct line for the Florida people would be up the coast by rail, but they are going by Atlanta and will continue on to Chattanooga and reach Washington by the Shenandoah Valley route.

A passenger official said yesterday, "If we get through Thursday and Friday without a cut in rates we will be all right. There was some fear of demobilization on the lines leading through Chicago and Cincinnati, but the railroads have been reported.

Evidently the managers are afraid of losing revenue from rate wars and have drawn the line. This is the first large movement of the year without a cut, and the roads of the south, north and west and the Christian Endeavor to the east and of the Knights Templar and Knights of Pythias to the west the regular one-rate-for-the-round-trip was badly cut and caused heavy loss of revenue.

"The Atlanta Grand Army men, who go to the body in the East Tennessee, will leave on Saturday. The Florida veterans go through here tomorrow morning on a special train which will probably run special all the way to Washington.

"The Richmond and Danville had crowded trains yesterday and the day before, and there was heavy booking yesterday for today's trains. On Sunday a special passenger train will leave the union depot at noon for Washington with Grand Army men."

HEAVY TRAVEL

The Richmond and Danville Carrying the People

The trains arriving in Atlanta by the Georgia Pacific and leaving by the Richmond and Danville for the past three days have been pulling many extra passenger cars filled with visitors for the Grand Army treatment at Washington.

The Beloit Kansas men arrived in car handsomely decorated arriving on the early Georgia Pacific train and left last night by the Richmond and Danville for Washington.

Other parties from the west and south will pass through Atlanta by the Richmond and Danville daily until Monday next.

The Richmond and Danville has also done a big business from Atlanta, proving conclusively its strength and popularity as a passenger route.

The names of prominent business men and ladies are on the list of those who have made reservations in this train in large numbers. You can't afford to miss this royal ride to Washington. The train when it leaves Atlanta will be a make-up of the Florida G. A. R. and the Georgia G. A. R., both regiments having elected this route as the official line.

CITY NOTES.

Georgia Female Seminary and Conservatory of Music at Gainesville, Ga., will open its fall term in a few days. President Van Hoose will be in Macon on September 20 to meet you if you desire to attend the seminary. Schumann will read an interesting paper, and a good musical programme is promised. All members and friends are cordially invited.

Take Hood's and only Hood's, because Hood's Saraparilla cures it. It possesses meric peculiar to itself. Try it yourself. Did You Enjoy Your Breakfast This Morning?

No breakfast is complete without a cup of our famous Rijamo coffee. The Rijamo is growing in popularity every day. It is now grown to a point where it gives the best results, both in strength and flavor. Why when you can always get our Rijamo? For it is the best coffee in the world, having high quality, rich color and fine flavor that still characterizes it. It keep it only in the bean, fresh packed, but when you have it ground, it is as good as bread. Our Regal patent flour always gives the most perfect results, whether used in pastry, bread or rolls. Do you know what the best flour to eat is? You can always have them by using our Regal patent flour. The Regal possesses the best qualities of any flour. It is as white as snow, and is ground so fine that it never fails to rise. We always buy it direct from the mill and never buy it from a middleman. We have a special blend and let you decide for yourself that such and such flour is as good as the best. Get the best at once, and the problem of good bread is solved.

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